



Agency Priority Goal | Action Plan | FY 2022 – Q1

Roadway Safety

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Goal Overview

Goal statement

- **Reduce roadway related fatalities.** By September 30, 2023, the Department will reduce the rate of motor vehicle fatalities from 1.36 per 100 million vehicle miles traveled (VMT) as of October 1, 2021, to 1.22 per 100 million VMT.

Problem to Be Solved

Roadway Safety Trends

Increased roadway fatalities from 2019 to 2020: Almost 95 percent of our Nation's transportation deaths occur on America's streets, roads, and highways, and they are on the rise.¹ In 2020, 38,824 people were killed in motor vehicle traffic crashes on U.S. roadways. This is the largest number of fatalities since 2007. It also represents a 6.8 percent increase from 36,355 fatalities in 2019, or 2,469 more people killed in traffic crashes in 2020. The fatality rate per 100 million vehicle miles traveled (VMT) increased by 21 percent, from 1.11 in 2019 to 1.34 in 2020, which is the largest percentage increase since DOT began keeping records in 1975.

Fatalities projected to increase in 2021: NHTSA projects that an estimated 31,720 people died in motor vehicle traffic crashes from January through September 2021², an increase of approximately 12 percent from the 28,325 fatalities projected for the first nine months of 2020. This projection represents the highest number of fatalities during the first nine months of any year since 2006 and the highest percentage increase during any first nine months in DOT's record keeping, starting in 1975. Additionally, the Federal Highway Administration reports that VMT in the first nine months of 2021 increased by about 244 billion miles, an 11.7 percent increase from the same period in 2020.

Risky roadway behavior trends must be reversed: Early Calendar Year (CY) 2021 estimates suggest that the risky driving behaviors identified by Department of Transportation in 2020 are continuing, leading to tragic outcomes on our roadways. Some of the drivers who remained on the roads throughout the pandemic have engaged in riskier driving behavior, including speeding,

¹ [National Roadway Safety Strategy \(transportation.gov\)](https://www.transportation.gov/nhtsa/national-roadway-safety-strategy)

² <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813240>

failing to wear seat belts, and driving under the influence of alcohol or other drugs³. As DOT Secretary Pete Buttigieg has expressed to the American public,

There's a crisis on our roadways. 3,000 people die every month. During the pandemic, it's gotten worse. We would never tolerate this on any other mode of transportation, and we shouldn't here.

NHTSA, FHWA, and FMCSA are leading the effort to significantly reduce serious injuries and deaths on the Nation's roadways as they work toward the Department's ambitious long-term goal of reaching zero roadway fatalities. In January 2022, DOT released the Safe System Approach-centered National Roadway Safety Strategy (NRSS), which describes the major actions the Department will take over the next few years to work with partners in every sector to address this crisis.

Roadway Fatalities by Type

- **Passenger vehicles:** Passenger vehicles include cars and light trucks and represent more than 90 percent of the vehicle fleet in the United States. Overall, passenger car occupant fatalities increased 9 percent in 2020 compared to 2019, and the increase in risky driving behaviors contributed significantly to those tragic outcomes continued in the first quarter of FY 2022. For example, 23 percent of the 23,824 passenger vehicle occupants killed in 2020 were ejected from the vehicles, and 90 percent of those ejected, a 21 percent increase over 2019, were unrestrained.⁴ This is in stark contrast to overall seat belt usage, which was estimated to be 90 percent in 2021.⁵

³ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813266>

⁴ Among passenger vehicle occupant fatalities in traffic crashes when restraint use was known.

⁵ <https://www.nhtsa.gov/risky-driving/seat-belts>

- **Large trucks and buses:** In CY 2020, the percent of large truck and bus fatalities decreased by slightly more than 2 percent from 2019 (5,274 fatalities). There were an estimated 5,125 fatalities (13.2 percent of total fatalities) in crashes involving a large truck or bus, resulting in a fatality rate of 0.177 per 100 million VMT. The large truck or bus fatality rate increased from CY 2019 (0.162) to CY 2020 (0.177). The higher fatality rate, despite the reduction in actual large truck and bus fatalities, is a result of a lower overall VMT, which includes the number of miles traveled by privately owned vehicles. Some obstacles to a larger decrease in fatal crashes involving a large truck or bus include poor safety performance by high-risk carriers and other contributing factors such as unsafe speed, impaired, fatigued, distracted and unqualified drivers; the absence of safer design for places where pedestrians and pedal-cyclists intersect with large trucks and buses; and inadequate use of protection (e.g., safety belts, motorcycle helmets, car seats, etc.).
- **Motorcycles:** The motorcycle fatality rate, which is measured by the number of motorcycle fatality riders per 100,000 motorcycle registrations, includes the fatalities of riders of registered scooters, minibikes, and mopeds, in addition to motorcycles. Motorcyclists represent 14 percent of all in vehicle fatalities, which are affected by contributing factors such as speed and impaired driving. In 2020, there were 5,579 motorcyclist fatalities, an increase of 11 percent over FY 2019 (highest number since first data collection in 1975).
- **Non-occupants:** Non-occupants, who are the most vulnerable road users, face increased risk in crashes because they do not have the protections provided by vehicles. The proportion of people killed “outside the vehicle” (pedestrians, pedalcyclists, and other non-occupants) has increased from a low of 20 percent of roadway fatalities in 1996 to a high of 34 percent in 2020. In 2020, 6,272 pedestrians were killed in traffic crashes in the United States, which equates to an average of a pedestrian being killed every 81 minutes in a

traffic crash. Additionally, 859 pedalcyclists were killed in traffic crashes in the United States in 2020.

What Success Looks Like

- As detailed in the Department's recently published National Roadway Safety Strategy (NRSS), DOT is taking substantial, comprehensive action to work with our partners from every sector to significantly reduce serious and fatal injuries on the Nation's roadways and help build a transportation system safe for all people. The short term goal is reducing the rate of motor vehicle fatalities from 1.36 per 100 million VMT as of October 1, 2021 to 1.22 per 100 million by 2023. The long term goal is zero fatalities on our roadways. Americans deserve to travel safely in their communities. Humans make mistakes, and as good stewards of the transportation system, we should have in place the safeguards to prevent those mistakes from being fatal. Zero is the only acceptable vision for number of deaths and serious injuries on our roadways.
- Our success depends on ensuring that safety is considered and incorporated when all roads are designed and built. This means advancing the Safe System Approach to address safer roads, safer speeds, safer vehicles, safer road users, and better post-crash care. To achieve safer roads and speeds, we will work with agencies to help them routinely prioritize safety across all types of roadway projects. We will also use a data-driven approach to develop and disseminate safety countermeasures, and continually improving our understanding of data to address disparities in fatalities and serious injuries.
- Another critical step to achieving safer roadways is employing strategies to improve the safety of the commercial motor vehicles that transport goods and carry thousands of passengers locally and across the country every day.⁶ This involves mitigating risks and encouraging behavior change, emphasizing a data-driven systemic safety approach,

⁶ [National Roadway Safety Strategy \(transportation.gov\)](https://www.transportation.gov/nrsc)

enhancing standards and programs, and evaluating effectiveness. DOT seeks to address human behaviors (e.g., distracted and impaired driving, seat belt usage, and speeding) that negatively affect safety and will use safety data compilation and analysis to help guide its decisions.

- DOT is hard at work implementing the recently enacted Bipartisan Infrastructure Law (“BIL” or “the Infrastructure Investment and Jobs Act”), which provides a once in a life time generational investment in America’s transportation network, including important safety funding, programs, and policy objectives described in the planned NRSS safety actions.

Goal Targets

Achievement statement		Key indicator(s)	Quantify progress			Frequency
By...	We will...	Name of indicator	Target value	Starting value*	Current value***	Update cycle
9/30/23	reduce the rate of roadway fatalities from 1.36 per 100 million vehicle miles traveled (VMT) as of October 1, 2021, to 1.22 per 100 million VMT.	Roadway Fatalities per 100 Million VMT (NHTSA, FHWA, FMCSA)	1.22	1.36	1.34	Yearly
		Passenger Vehicle Occupant Fatalities per 100 Million VMT** (NHTSA, FHWA, FMCSA)	0.75	00.82	0.82	Yearly
		Large Truck and Bus Fatalities per 100 Million VMT** (NHTSA, FHWA, FMCSA)	0.114	0.162	0.177	Yearly
		Non-Occupant (Pedestrian/Pedalcyclist/Other Non-occupant) Fatalities per 100,000 Population** (NHTSA, FHWA, FMCSA)	2.13	2.34	2.34	Yearly
		Motorcycle Fatalities per 100,000 Motorcycle Registrations** (NHTSA, FHWA, FMCSA)	61.2	67.08	67.08	Yearly

*As of October 1, 2021.

**Subcomponents of roadway fatalities.

***Updated as of March 2, 2022.

Goal Team

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Goal Strategies

Across DOT, we are focused on successfully implementing the wide range of BIL safety programs and authorities as well as the strategies identified in the NRSS.

NHTSA, FHWA, and FMCSA lead the Department's efforts to reducing serious and fatal injuries on the Nation's roadways. The following provides additional detail on DOT's roadway safety goal strategies.

NHTSA

Implementing BIL: Implementing BIL is a key priority of NHTSA. BIL contains numerous programs and actions related to addressing traffic safety, including enhancing crash data collection, providing additional formula funds for States to address their critical safety concerns including vulnerable road users, and advancing vehicle safety through rulemaking that provides consumers with valuable vehicle safety information.

Taking a Holistic Approach: NHTSA remains focused on achieving its mission through stakeholder outreach, facilitating widespread distribution of proven countermeasures, high visibility enforcement campaigns, advancing vehicle safety through robust vehicle safety compliance and enforcement activities, conducting behavioral and vehicle safety research, issuing safety rulemakings, and ensuring the safe deployment of advanced vehicle technologies, including automated driving systems.

FHWA

Implementing BIL: The priority for FHWA is the successful implementation of the new Bipartisan Infrastructure Law. The continuation of improvements to FHWA's core safety program, the Highway Safety Improvement Program (HSIP), and numerous other safety enhancements within the law, are driving our efforts. This will include pursuing updates to the HSIP regulation in 23 CFR Part 924 and the Transportation Performance Management (TPM) regulation under 23 CFR 490 to reflect safety advances, and ensuring safety is a priority in our implementation of new and revised BIL formula and discretionary grant programs.

Advancing the Safe System Approach (SSA): FHWA will continue its steadfast efforts to implement the SSA by helping advance demonstration projects; integrating the SSA in State Strategic Highway Safety Plans; training on the Safe System Framework Assessment for Intersections; presenting internally and externally; delivering new materials; and ensuring international collaboration and deployment of global noteworthy practices in the United States.

Supporting Complete Streets Implementation: Complete Streets are integral to the SSA, focusing on consistently designing roads for safe roads and safe speeds. FHWA is focused on supporting transportation agencies as they plan, design, and operate streets and networks that prioritize safety, comfort, and connectivity to destinations for all people who use the street network. We are reviewing our own policies, rules, and procedures to identify changes we can make to improve safety for all users in all aspects of our work. We are creating new resources and providing technical assistance for State and local transportation agencies that are implementing a Complete Streets design model and administering new BIL formula and discretionary funds.

Advancing the Focused Approach to Safety (FAS) Program⁷: The FAS Program includes 15 States and Puerto Rico that together account for roughly half of nationwide road fatalities. They will receive technical assistance resources to address the most common types of crashes that result in fatalities (roadway departures, intersection crashes, and pedestrian/bicycle crashes). Addressing speed is a priority within each of the focus areas.

Promoting Proven Safety Countermeasures: FHWA will actively promote nine new Proven Safety Countermeasures, which are road design elements that are proven to make roads safer for all users, but are underutilized. The new Proven Safety Countermeasures supported by FHWA are: rectangular rapid flashing beacons, crosswalk visibility enhancements, bicycle lanes, lighting, pavement friction management, wider edge lines, variable speed limits, appropriate speed limit setting for all road users, and speed safety cameras. With these additions, there are now a total of 28 Proven Safety Countermeasures.

Promoting Equity by Addressing Disparities in Safety: Available data indicate there are racial disparities in the number of people killed in roadway crashes. These inequities are systemic issues attributed to historic disinvestment and inequitable decision-making in planning, design, maintenance, and operations of roadways in underserved communities. To address this, FHWA is currently developing safety-related resources including a multi-office Equity in Safety Working Group to ensure the sharing of information and best practices that address demographic disparities in safety funding, planning, design, and operations. FHWA also will continue its focus on rural communities through the National Center for Excellence for Rural Road Safety.

⁷ For more information on this program, please visit: <https://safety.fhwa.dot.gov/fas/>

FMCSA

Implementing BIL: Implementing BIL is a key priority for FMCSA. BIL contains a number of initiatives that address commercial motor vehicle safety. These efforts include executing increased grant funding for safety partners, new training grant program for state and local organizations, advisory boards to support increased driver retention and safety, and a safe driver apprenticeship pilot program.

Implementing the National Roadway Safety Strategy (NRSS): In carrying out its safety mandate, FMCSA embraces and plays a vital role in the NRSS. The NRSS sets a vision of zero fatalities on our nation's roadways. FMCSA plans to develop and implement data-driven regulations that prioritize safety; enforce safety regulations focusing on motor carriers that exhibit safety risks; target educational messages to carriers, commercial drivers, and the traveling public; and work in partnership with other Federal, State, Territorial, and local government agencies, the motor carrier industry, and safety groups to identify and implement strategies to reduce bus- and truck-related crashes.

Conducting the Large Truck Crash Causal Factors Study (LTCCFS): FMCSA will carry out a LTCCFS so the agency can improve its understanding of the driver, vehicle, and roadway factors that contribute to large truck crashes. The LTCCFS expands upon an initial study that was completed in FY 2003. Since then, there have been many changes in industry technology, vehicle safety, driver behavior, and roadway design. This new study will provide valuable insights into the factors contributing to the increase in large truck crashes since FY 2009.

Administering the Drug and Alcohol Clearinghouse: The NRSS emphasizes that safe behavior among professional drivers is also critical, particularly given their time on the road and the size and weight of commercial motor vehicles. This includes a focus on behavioral safety, such as drug and alcohol testing to address use and impairment offenses by commercial driver's license (CDL) holders. FMCSA administers the Drug and Alcohol Clearinghouse to track CDL holders who have verified positive test results for controlled substances and/or alcohol or who have refused to submit to testing. This information is shared only with authorized users. FMCSA will implement a final rule requiring State Driver Licensing Agencies to use information obtained through the Drug and Alcohol Clearinghouse and take licensing actions against commercial drivers who have drug or alcohol violations in the system and have not been cleared to return to duty.

Implementing Electronic Exchange: FMCSA will implement the July 2021 final rule requiring State Driver Licensing Agencies (SDLAs) to develop systems for the electronic exchange of driver history record information. SDLAs will be able to improve accuracy of CDL driver records and to evaluate additional opportunities to use these more accurate records to identify and take unsafe drivers off the road more expeditiously.

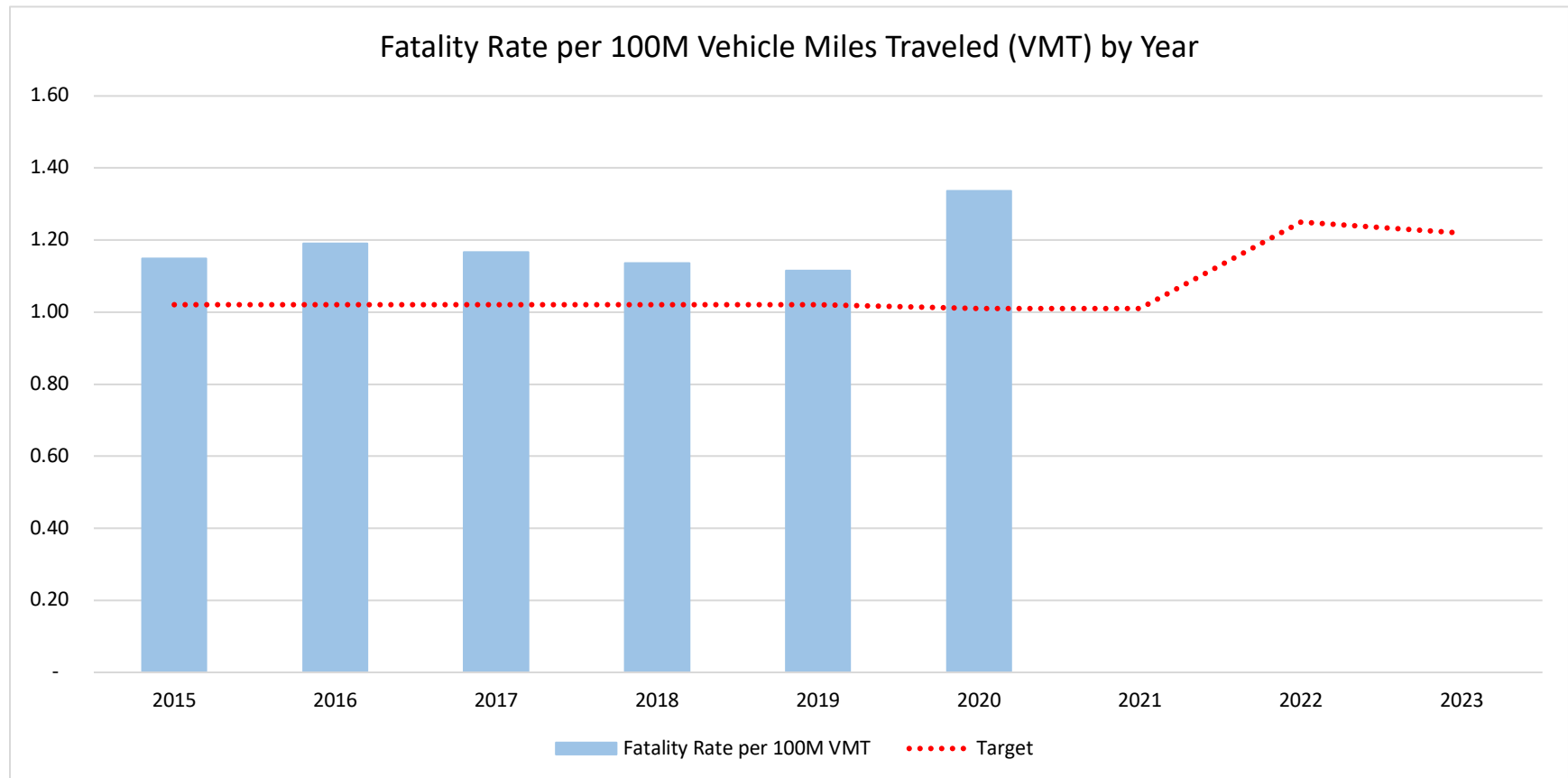
Increasing Risk Based Investigations and New Entrant Safety Audits: FMCSA, through State and Local partnerships, will equitably increase commercial motor vehicle highly visible traffic enforcement against risky driver behavior focused on high crash locations, increase investigations on carriers demonstrating the riskiest behaviors and increase safety audits of new entrants into the motor carrier industry.

Implementing CMV Seat Belt Campaign: FMCSA will aim to combat reasons drivers are not using seat belts by emphasizing their importance, providing persuasive, factual

messaging as well as emotionally appealing personal stories. This awareness campaign branded *Our Roads, Our Safety*, will be driven by findings from a literature review, primary qualitative research, and a partner information session.

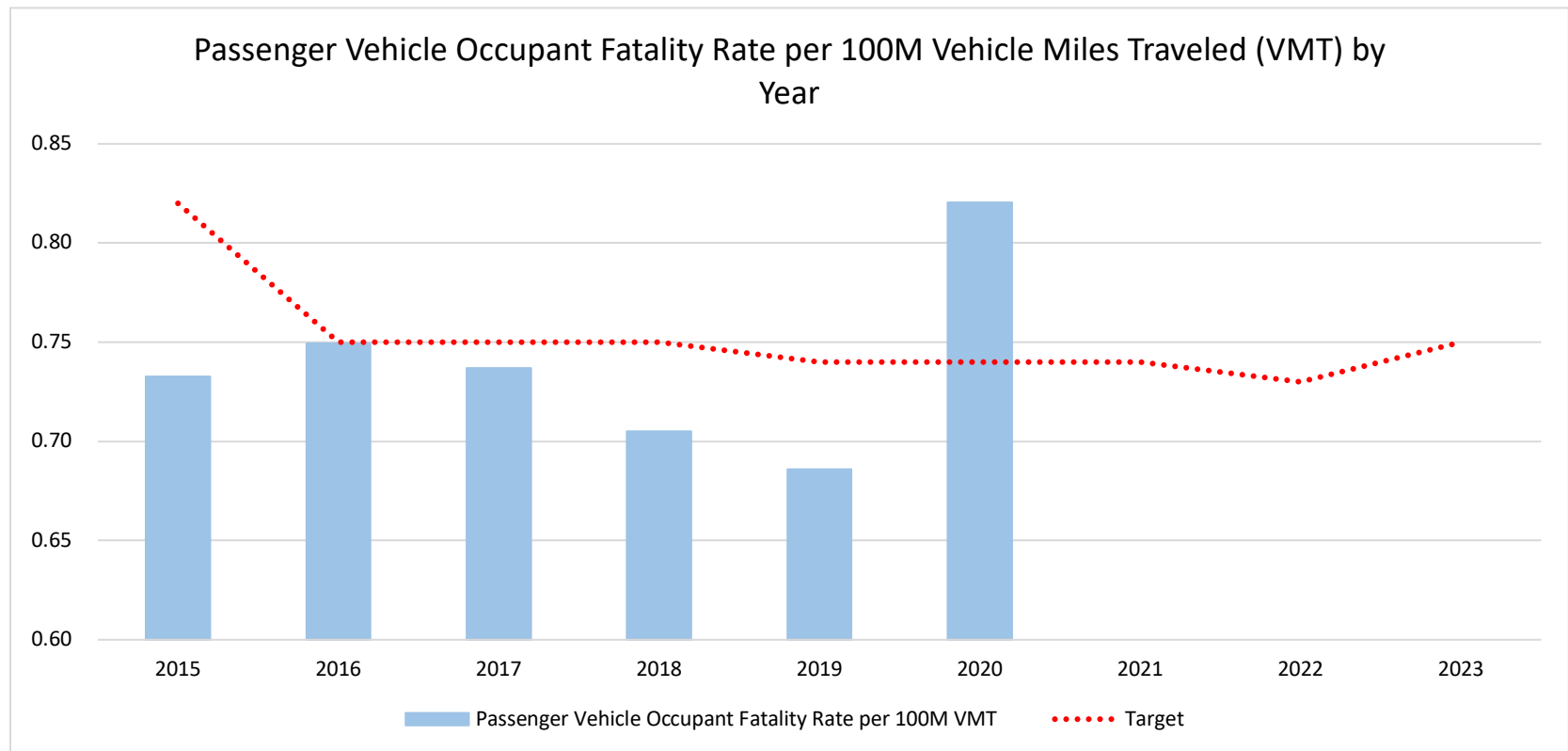
Key Indicators (Roadway Fatality Trends)

Roadway Fatalities per 100 Million VMT



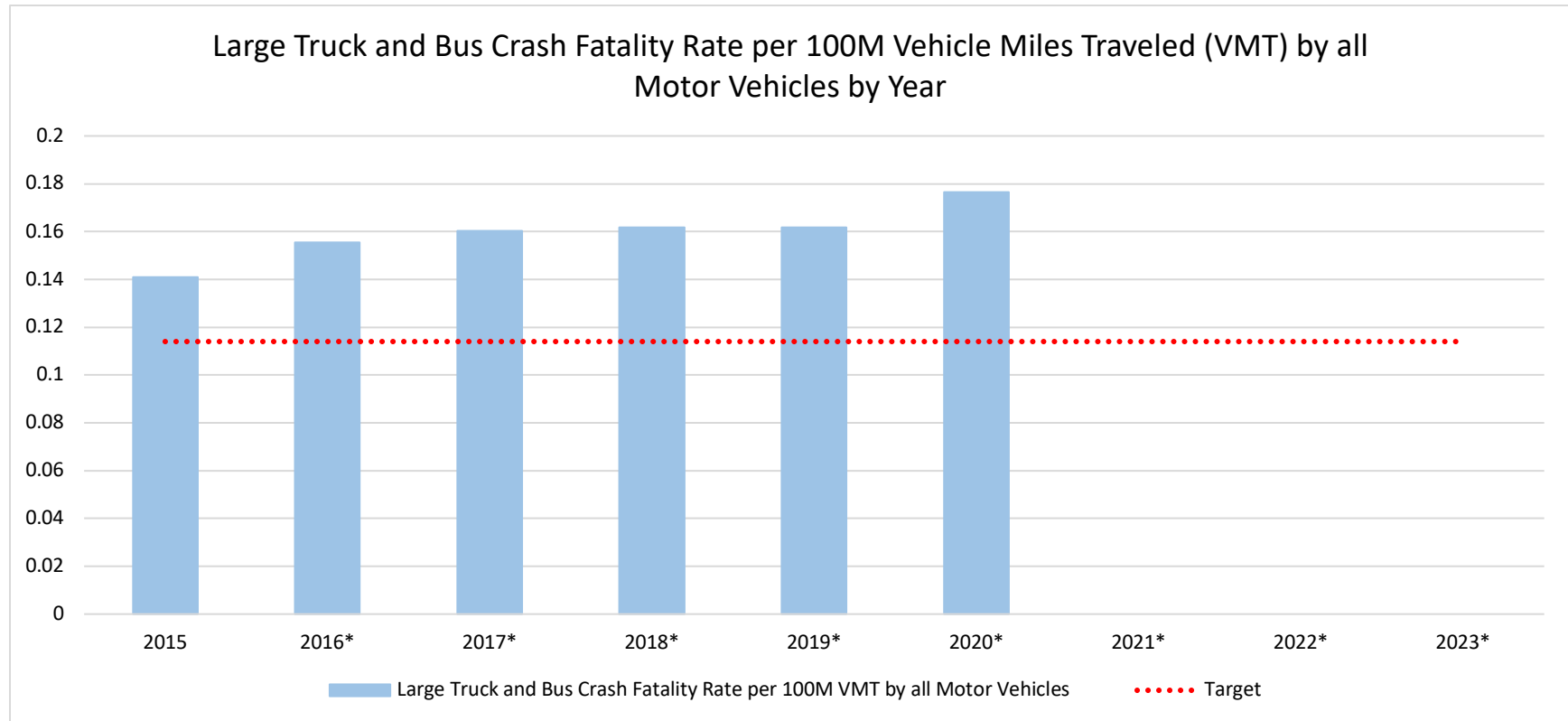
Key Indicators (Roadway Fatality Trends)

Passenger Vehicle Occupant Fatalities per 100 Million VMT



Key Indicators (Roadway Fatality Trends)

Large Truck and Bus Fatalities per 100 Million VMT

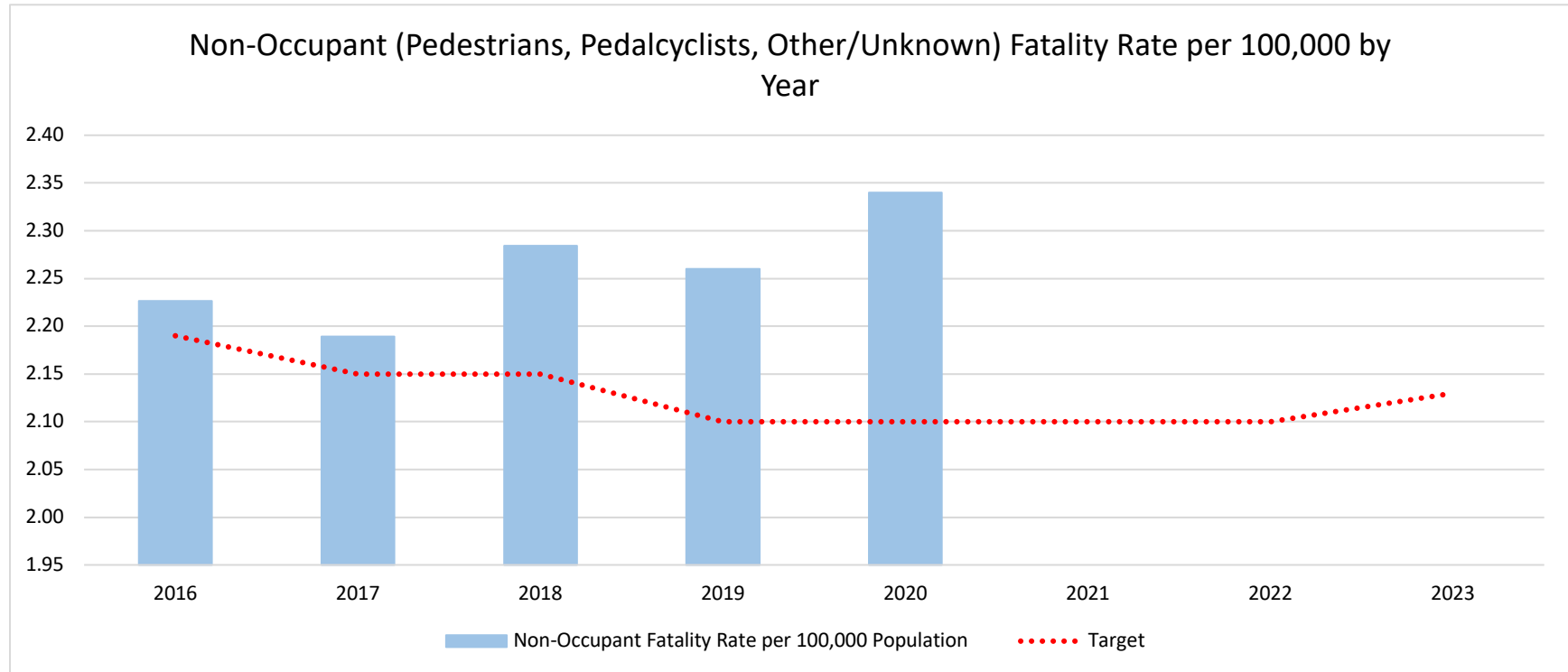


*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks as large trucks. Due to this methodology change, comparisons of the 2016 (and later) Fatality Analysis Reporting System (FARS) large truck data with prior years should be performed with caution.

Notes: A large truck is defined as a truck with a GVWR greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. Rates are calculated on the basis of vehicle miles traveled by all motor vehicles (large trucks, buses, passenger vehicles, and motorcycles). The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

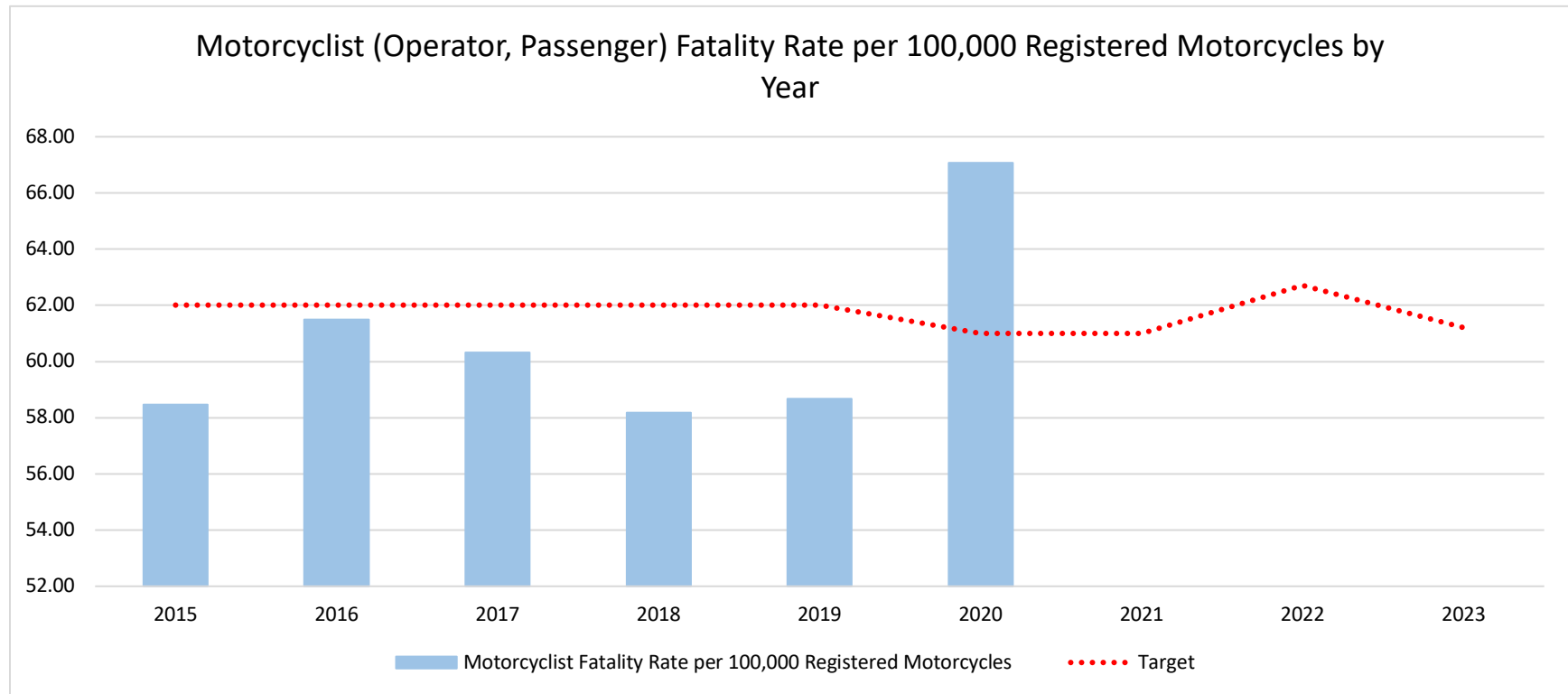
Key Indicators (Roadway Fatality Trends)

Non-Occupant (Pedestrian/Pedalcyclist/Other Non-occupant) Fatalities per 100,000 Population



Key Indicators (Roadway Fatality Trends)

Motorcycle Fatalities per 100,000 Motorcycle Registrations



Key Milestones (NHTSA)

Milestone Summary

Key Milestone	Milestone Due Date	Milestone Status	Change from last quarter	Comments
In FY 2022, launch a \$7.5M grant program, pursuant to BIL, to increase consumer awareness of open vehicle safety recalls.	FY 2022	On-Track	N/A	Grants will support states to develop a methodology for determining open recalls on motor vehicles, informing owners and lessees of the open recalls at the time of registration, and evaluating through the analysis of completed recalls the performance of the notification program.
New Car Assessment Program (NCAP) provides vehicle safety ratings and advanced crash avoidance technologies information to consumers to assist them in vehicle purchasing decisions. The program also encourages vehicle safety improvements through market forces.	FY 2022	On-Track	N/A	Due to the ongoing chip shortage, the availability of selected vehicles for testing under NCAP is scarce and hence, testing is delayed. The program continues to actively search for vehicles and conducts testing as they become available.
In FY 2022, award a cooperative agreement to support the NHTSA Behavioral Traffic Safety Cooperative Research Program.	FY 2022	On-Track	N/A	This program will fund research and evaluation projects selected to investigate and assess practical solutions and countermeasures that are ready-to-use for traffic safety and highway safety professionals in public and private sectors. As mandated by Congress, this agreement will be funded at \$3.5M annually, totaling \$17.5M over the five-year authorization period. NHTSA's cooperative agreement with the Governors Highway Safety Association (GHSA) will continue the administration of the program, currently executed by the Transportation Research Board under contract with GHSA. For more information, visit https://www.trb.org/BTSCRP/BTSCRP.aspx .
Cooperative Grant for research on technologies for alcohol detection to prevent impaired driving via the Driver Alcohol Detection System for Safety	FY 2022	On-Track	N/A	Cooperative agreement in place with Automotive Coalition for Traffic Safety (ACTS), an organization of manufacturers whose members account for the majority of new light vehicle sales in the U.S. market. Completed and submitted Reference Design Package and Specification Sheet for Generation 3.3 breath sensor. Continued to verification and validation testing of Generation 3.4 breath sensor and further research and development of touch sensor. Bench prototype anticipated by Q4. Restarted human subject testing.

Key Milestones (FHWA)

Key Milestone	Milestone Due Date	Milestone Status	Change from last quarter	Comments
Focused Approach to Safety Roll-out	FY 2022 Q1	Complete		Internal webinar 10/12 and external webinar 10/20
Proven Safety Countermeasures Roll-out	FY 2022 Q1	Complete		Held internal and external outreach webinars 10/21 and 11/22 on new PSCs and updates to existing PSCs.
Stand-up Equity in Safety Workgroup	FY 2022 Q1	Complete		
Complete Streets Report to Congress	FY 2022 Q2	On-Track	N/A	Report on findings of internal review to identify rules, policies, and procedures that are barriers to prioritizing safety for all users.
HSIP Regulation (NPRM)	FY 2022 Q3	On-Track	N/A	Includes regulatory updates through RIN and changes due to BIL
TPM Regulation (NPRM)	FY 2022 Q3	On-Track	N/A	Includes regulatory updates through RIN and changes due to BIL
Vulnerable Road User Safety Assessments	FY 2022 Q4	On-Track	N/A	Hold external stakeholder listening session and issue guidance by November 15, 2022, required by BIL
Safe System Approach Noteworthy Practices	FY 2022 Q1 & Q4	On-Track	N/A	
Complete Streets Technical Assistance	FY 2022 Q2 - Q4	On-Track	N/A	FHWA will publish a Complete Streets web portal to support practitioners and agencies in implementing Complete Streets, with new material added regularly.
Safe System Demonstrations	FY 2022 Q4	On-Track	N/A	
Integrating Safe System Approach into Strategic Highway Safety Plans (SHSPs), as the SHSPs come due	FY 2022 Q4	On-Track	N/A	
Equity in Safety activities based upon workgroup recommendations	FY 2022 Q4	On-Track	N/A	

Key Milestones (FMCSA)

Key Milestone	Milestone Summary			Owner	Comments
	Milestone Due Date	Milestone Status	Change from last quarter		
Drug and Alcohol Clearinghouse	FY2022 Q3	On-Track	N/A	Office of Safety	Establish a SDLA Resource Webpage
Large Truck Crash Casual Factor Study (LTCCFS) Analysis of Alternatives	FY 2022 Q4	On-Track	N/A	Office of Research	High level requirements established, and analysis of alternatives being completed
High Risk Carrier Investigations	FY2022 Q4	On-Track	N/A	Office of Safety	77 percent of high-risk carrier investigations completed within 90 days in Q1.
New Entrant Safety Audits	FY 2022 Q4	On Track	N/A	Office of Safety	Conducted 5,280 New Entrant Safety Audits in the 1st Quarter of 2022
CMV Safety Belt Campaign	FY 2022 Q1	Complete	Complete	Office of Communications	Research and marketing plans completed.

Narrative—FY 22 Q1

NHTSA

Safe System Approach (SSA): After many months of work, the U.S. Department of Transportation released the [NRSS](#) in January 2022, which describes the major actions DOT is taking to help make a meaningful difference in roadway safety over the next few years. At the core of this strategy is a Department-wide adoption of the SSA, which focuses on five key objectives: safer people, safer roads, safer vehicles, safer speeds, and post-crash care. DOT will launch new programs, coordinate and improve existing programs, and adopt a foundational set of principles to guide this strategy.

FHWA

FHWA is on target in meeting its milestones in support of the Department's goals. The following information includes several of our achievements in key areas.

Implementing BIL: FHWA is working on two HSIP guidance documents. One clarifies eligibility requirements for the HSIP, while the other provides guidance to support the three HSIP special rules that address high-risk rural roads, older drivers, and vulnerable road user safety. FHWA is also planning a listening session for stakeholder engagement for the new Vulnerable Road User assessment required by BIL.

Advancing the Safe System Approach: FHWA is advancing a number of projects and programs to support the implementation of the SSA and the upcoming NRSS, including noteworthy practices, a report that explores applying the Safe System Approach to transportation planning, design, and operations in the United States; a comparison of the Australian Safe

System Assessment Framework with the United States Road Assessment Program (usRAP); and development of a comprehensive resource for practitioners interested in implementing a Safe System Approach to prioritize safety in the Urban Core. FHWA is also continuing to educate Agency staff on the Safe System Approach and delivered tailored Safe System presentations to about 504 FHWA employees in different disciplines between October and December.

Supporting Complete Streets Implementation: FHWA is working on a requested report to Congress in which FHWA describes how it will assess and revise its policies, regulations, processes, and practices to make it easier for State and local agencies to plan and build Complete Streets. The findings in this report will serve as a roadmap for technical assistance, research, and other projects to support Complete Streets implementation.

Advancing the Focused Approach to Safety (FAS) Program⁸: FHWA provided extensive support in its three Focused Approach to Safety (FAS) areas and rolled out the updated FAS to 16 States. The Agency also held discussions with and provided technical assistance to State DOTs.

Proven Safety Countermeasures: The FHWA Office of Safety introduced nine new countermeasures to the Proven Safety Countermeasures initiative (PSCi). FHWA conducted several internal and external webinars, provided technical assistance, updated the PSCi webpages to include new features such as a filter tool and search function to help practitioners identify applicable countermeasures, posted a new video on a new PSC (lighting), and promoted the PSCi in various publications and products.

⁸ For more information on this program, please visit: <https://safety.fhwa.dot.gov/fas/>

Promoting Equity in Safety: FHWA is developing an Equity in Safety Primer to help practitioners integrate equity into their everyday work and is also planning a series of internal webinars and presentations.

FMCSA

FMCSA is implementing BIL and NRSS to include risk-based investigations and New Entrant safety audits; establishing high-level requirements for the Large Truck Crash Causal Factors Study; developing the CMV seat belt campaign and collaborating with State partners to implement two final rules regarding the sharing of CMV driver information.

Drug and Alcohol Clearinghouse: FMCSA is responsible for overseeing the safe operation of commercial trucks and buses. This includes a focus on behavioral safety, such as drug and alcohol testing to address use and impairment offenses by commercial driver's license (CDL) holders. As of March 2022, over 86,000 CDL holders are prohibited from operating CMVs based on drug or alcohol violations reported to FMCSA's Drug and Alcohol Clearinghouse.

A key FMCSA action to Enable Safer People as part of the NRSS is to implement the FMCSA's October 2021 final rule requiring State Driver Licensing Agencies (SDLAs) to access and use information obtained through the FMCSA's Clearinghouse, and take licensing actions against commercial drivers who have drugs or alcohol violations in the system and are not cleared to return to duty. The full compliance date for this rule is November 18, 2024 and FMCSA has already begun actively working with the SDLAs to ensure compliance. In FY2022, FMCSA has begun regular information sessions regarding the rule as part of the Agency's quarterly Regional SDLA check-in webinars. Additionally, in the 3rd quarter, FY2022 FMCSA will have established a new SDLA Resources Webpage that provides educational materials, FAQs, technical specifications, and encourages CDLPI grant applications for State information system changes.

Electronic Exchange: The Electronic Exchange final rule was effective August 2021. In fiscal years 2020 and 2021, FMCSA awarded grant funding to the American Association of Motor Vehicle Administrators (AAMVA) to conduct an impact analysis of eliminating the transmission of “paper” convictions, withdrawals, and disqualifications, and to specify Commercial Driver’s License Information System (CDLIS) functional enhancements to address the Exclusively Electronic Exchange regulations. During the first two quarters of FY 2022, FMCSA has: (1) Held regular working meetings with AAMVA and the CDLIS Subcommittee to determine the requirements and scope of the rule, its impact to CDLIS, the needed enhancements, and the next steps. (2) Drafted letters to inform Governors of the upcoming Exclusively Electronic Exchange requirements and to request they work to enact legislation, update their regulations and IT systems, apply for grant funding, and train staff in preparation for implementation. Governor letters are currently in concurrence within the Agency.

Large Truck Crash Causal Factors Study (LTCCFS): The objective of this comprehensive study is to determine most recent causes of, and contributing factors to, crashes that involve large trucks, as well as identify data requirements, data collection procedures, reports, and other measures that can help improve the ability of the States and DOT to evaluate future crashes, monitor crash trends and develop effective safety policies. FMCSA will collaborate with key stakeholders to develop a statistically valid study plan for the LTCCFS during FY 2023 and part of FY 2024, with an expected data collection period of at least 24 months and report development over 12-month period. Criteria for the study design will be developed internally in FY 2022 and will consider the capability gaps that are required to meet study requirements. Steps to develop this study plan include:

- Developing high-level study requirements and research questions to guide analysis on data sources;
- Creating an integrated master schedule to include key milestones and deliverables;
- Estimating time frames for completing these milestones;
- Documenting key internal and external stakeholders whose input is vital to the success of the study; and
- Creating an acquisition plan to encompass all parts of the study plan (e.g., sample design, data collection, and information technology development).

High-Risk Carrier Investigations: FMCSA investigates carriers that, based on roadside performance data and investigation results, pose the greatest safety risk. A carrier is considered high-risk when there has not been an onsite investigation in the previous 18 months and two or more of the four Behavior Analysis and Safety Improvement Categories are at or above the 90th percentile for two consecutive months. The crash rate for the high-risk carrier group is four times the national average crash rate. FMCSA conducted 2,470 high-risk carrier investigations in FY 2021 and 73 percent of high-risk carrier investigations were completed within 90 days. In the 1st quarter FY2022, FMCSA completed 77 percent of high-risk carrier investigations within 90 days and is on track to meet its FY2022 goal. FMCSA will continue to make investigating high-risk carriers a priority throughout and beyond FY 2023.

New Entrants Safety Audits: It is critical that FMCSA identify unsafe carriers early in their operations and require corrective action or revocation of their authority, resulting in safer highways. FMCSA's New Entrant Program monitors motor carriers' compliance with safety regulations for their first 18 months to help carriers operate safely on the nation's roads. Within this program, FMCSA and its State partners assess safety performance by collecting data about

carriers through safety audits, roadside inspections, investigations, and crash reports. FMCSA conducted 5,280 New Entrant Safety Audits in the 1st Quarter of 2022.

The Commercial Motor Vehicle (CMV) Safety Belt Campaign: The CMV Safety Belt Campaign, part of *Our Roads, Our Safety*, aligns with the National Roadway Safety Strategy. The seat belt compliance rate among drivers of commercial motor vehicles is about 86 percent. For passenger vehicles, it is about 90 percent. Just over 9 percent of large truck drivers in fatal crashes were not wearing their seatbelts in 2019 (the most recent year data is reported), a slight improvement from 11 percent in 2009. The campaign aims to increase CMV drivers' use of their seat belts. The campaign launches in June 2022. In the first quarter of FY2022, primary qualitative research was conducted to learn about the mindset of this audience, and an overall marketing plan was completed. In the 2nd quarter, the creative concept and toolkit will be developed with input from the *Our Roads, Our Safety* partners. The campaign launches in Q3 to include a mix of advertising through radio, websites, and social media. Monitoring of the campaign continues in Q4, and a final report will be delivered.

Data Accuracy & Reliability

The [Performance Data Completeness and Reliability Report](#), which is appended to the FY 2021 Annual Performance Report, provides detailed information on the performance indicators contained within this APG Action Plan.

The Performance Data Completeness and Reliability Report provides detailed information regarding the general accuracy, reliability, validity, completeness, and scope of the performance indicators listed below. The table below lists the page numbers of where each supporting performance indicator can be found in the report.

FY 2021 Performance Indicator	Location
Surface Transportation-Related Fatalities per 100 Million VMT	Pg. 41
Passenger Vehicle Occupant Fatalities per 100 Million VMT	Pg. 42
Large Truck and Bus Fatalities per 100 Million VMT	Pg. 43
Non-Occupant (Pedestrian/Pedalcyclist/Other Non-occupant) Fatalities per 100,000 Population	Pg. 43
Motorcycle Fatalities per 100,000 Motorcycle Registrations	Pg. 44

Additional Information (NHTSA)

Stakeholder / Congressional Consultations

NHTSA routinely engages a broad group of stakeholders to seek feedback on current and future initiatives. These stakeholders include: State, local, and Tribal partners; stakeholders from industry; safety advocates; academia; and the public. NHTSA provide briefings and technical assistance for Congressional members and staff on highway safety issues, as requested, working with other modal partners and OST, as appropriate.

Additional Information (FHWA)

Contributing Programs

Regulations:

- FHWA is proposing updates to the HSIP regulation in 23 CFR Part 924 to reflect current Administration priorities, BIL, and feedback from Departmental and Agency Leadership and stakeholders.
- FHWA is proposing a rulemaking to adjust 23 CFR Part 490, Subpart B to better align target setting, reporting, and progress requirements.
- FHWA may publish a Request For Information, which could lead to a potential rulemaking or guidance for integrating safety into Federal-aid projects.

Stakeholder / Congressional Consultations

FHWA, NHTSA, and FMCSA leadership teams and the Government Affairs Offices provide briefings and technical assistance for Congressional members and staff on highway safety issues when requested. State, local, and Tribal stakeholder engagement and dialogue is an essential element for the success of the Department's strategic safety initiatives. FHWA, NHTSA, and FMCSA regularly engage with the public and other stakeholders (industry, safety advocates, State and local agencies, advisory committees) to seek feedback and input into current and future initiatives. These three agencies have also collaborated with the National Safety Council to support the development of a coalition that has brought together more than 1,500 State and local organizations to focus on developing short- and long-term strategies to reduce crashes and fatalities.

Additional Information (FMCSA)

Regulations:

- **Rear Guard Impacts Rule Amendment Published 11/9/2021 (effective 12/09/2021).** FMCSA amended the Federal Motor Carrier Safety Regulations (FMCSRs) to include rear impact guards on the list of items that must be examined as part of the required annual inspection for each commercial motor vehicle (CMV). In addition, the labeling requirements for rear impact guards were also amended and excludes road construction controlled (RCC) horizontal discharge trailers from the rear impact guard requirements, consistent with changes made by the National Highway Traffic Safety Administration (NHTSA) to the corresponding Federal Motor Vehicle Safety Standards (FMVSS).
- **Household Goods Regulations Final Rule (effective TBD).** FMCSA's Final Rule amends the Transportation of Household Goods regulations to incorporate recommendations from the Household Goods Consumer Protection Working Group (Working Group) contained in the Recommendations to the U.S. Department of Transportation to Improve Household Goods Consumer Education, Simplify and Reduce Paperwork, and Condense FMCSA Publication ESA 03005 (Recommendations Report). The Agency is also making additional minor changes to the Transportation of Household Goods regulations and the Brokers of Property regulations which are intended to increase clarity and consistency. The updates will result in an aggregate reduction in costs for household goods motor carriers and provide clarity for individual shippers.

Stakeholder / Congressional Consultations

FMCSA works closely with its stakeholders through the Agency's two advisory committees, the Motor Carrier Safety Advisory Committee (MCSAC) and the Medical Review Board (MRB). The MCSAC provides advice and recommendations to the FMCSA Administrator on motor carrier safety programs and regulations. The MCSAC comprises up to 25 members appointed by the Secretary for two-year terms and includes representatives of the motor carrier safety advocacy, safety enforcement, industry, and labor communities. More information about the MCSAC is available at [Welcome to FMCSA MCSAC | FMCSA \(dot.gov\)](#). The MRB was established to improve highway safety by providing expert advice on medical standards, guidelines, and research on the medical certification of CMV drivers. The MRB is composed of five non-Federal Government employee members who are appointed by the Secretary of Transportation. More information about the MRB, its membership, upcoming and past meetings and proceedings are available at [Medical Review Board \(MRB\) | FMCSA \(dot.gov\)](#).

FHWA, NHTSA, and FMCSA leadership teams and the Government Affairs Offices provide briefings and technical assistance for Congressional members and staff on safety issues when requested. State, local, and Tribal stakeholder engagement and dialogue is an essential element for the success of the Department's strategic safety initiatives. FHWA, NHTSA, and FMCSA regularly engage with the public and other stakeholders (industry, safety advocates, State and local agencies, advisory committees) to seek feedback and input into current and future initiatives. These three agencies have also collaborated with the National Safety Council to support the development of a coalition that has brought together more than 1,500 State and local organizations to focus on developing short and long-term strategies to reduce crashes and fatalities.